### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

**Jurisdiction Report** 

57

**Mathews County** 

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						li lews Mairitei i									
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:		Middlesex Count	v Line	1							
3	1.37	5700	G	95%	0%	2% 1%	1%	0%	F	0.09	F	0.575	5600	G	2002
2	1.55	6800	G	To: From: 95%	0%	N SR 198 2% 1%	1%	0%	F	0.088	F	0.556	6800	G	2002
3				To: From:		S SR 198									
3	2.07	5400	G	95%	0%	2% 1%	1%	0%	С	0.089	F	0.583	5400	G	2002
(3)	0.11	10000	G	From: 95%	0%	SR 14 Fort Non 2% 1%	sense 1%	0%	F	0.087	F	0.654	9900	G	2002
<u> </u>				To:		Gloucester Count									
(14) (3)	0.11	10000	G	From: 95%	0%	Gloucester Count 2% 1%	y Line 1%	0%	F	0.087	F	0.654	9900	G	2002
				To: From:		SR 3 FORT NON									
14	2.75	5800	G	95%	1%	2% 1%	1%	0%	F	0.091	F	0.65	5800	G	2002
14)	1.38	5000	G	From: 95%	1%	57-617 2% 1%	1%	0%	F	0.091	F	0.620	5000	G	2002
14)				To: From:		57-660 Fost									
14	3.15	5800	G	95%	1%	2% 1%	1%	0%	F	0.087	F	0.567	5800	G	2002
14	1.69	7400	G	From: 95%	1%	W SR 198 IN 2% 1%	1%	0%	F	0.088	F	0.5	7400	G	2002
				To: From:		E SR 198 IN									
14	0.62	5400	G	96%	1%	2% 1%	1%	0%	F	0.088	F	0.621	5400	G	2002
	4.65	3300	G	From: 96%	1%	E 57-611 Math 2% 1%	iews 1%	0%	F	0.089	F	0.617	3300	G	2002
14)				To:		57-604 Susa									
14	1.88	1100	G	97%	1%	2% 1%	0%	0%	F	0.092	F	0.588	1100	G	2002
14)	1.74	380	G	From: 97%	1%	57-602 East of Sha 2% 1%	dow P O	0%	F	0.095	F	0.606	380	G	2002
14)				To		Bayside Wha									
100	0.44	2000	G	93%	1%	Gloucester Count 3% 1%	y Line 3%	0%	F	0.097	F	0.571	2000	G	2002
198	0.11			To:	170	SR 3 West Inters				0.007		0.07 1	2000		2002
198 3	1.55	6800	G	95%	0%	2% 1%		0%	F	0.088	F	0.556	6800	G	2002
100	6.24	4700	G	From: 92%	1%	SR 3 East Inters	ection 2%	0%	F	0.086	F	0.547	4700	G	2002
198)	0.24	4700		To:	1 /0	SR 223 Hudg			ı	0.000	ı	0.547	4700	<u> </u>	2002
198	0.93	6300	G	92%	1%	4% 1%	2%	0%	F	0.085	F	0.531	6300	G	2002
100 (4)	1.69	7400	G	From: 95%	1%	SR 14 North Inter 2% 1%	section 1%	0%	F	0.088	F	0.5	7400	G	2002
198/14/	1.09	7400		To: From:	1 /0	SR 14 South Inter		076	ı	0.000	ľ	0.5	7400	<u> </u>	2002
198)	1.01	1600	G	92%	1%	4% 1%	2%	0%	F	0.090	F	0.580	1600	G	2002
				To:		57-642									
223	2.07	2500	G	95%	1%	SR 198 Hudg 3% 0%	ıns 1%	0%	F	0.083	F	0.657	2500	G	2002
				To:		57-633 Gwynn I	sland								
	1.10	80	R	From:		Dead End				NA			NA		1998
600	1.10	OU	_ ĸ	To:		SR 14 SOUT	TH_			INA			INA		1998
$\bigcirc$	4.00	000	_	From:	001	SR 14 MID	)	001		0.446	_	0.505	000		0000
600	1.62	200	G	97% To:	2%	1% 0% SR 14 NORT	0% TH	0%	С	0.113	F	0.565	200	G	2002
				From:		Dead End		<u></u>							
(601)	0.54	140	R							NA			NA		1998
				To		57-602 Eas	t								

					ivia	itnews Main	itenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:		57-602	West		ī							
601)	1.07	230	R								NA			NA		1998
				To: From:		Dead			i							
602	0.42	450	R			SR	14				NA			NA		07/11/200
				To: From:		57-0	591		-							
602	0.30	380	R								NA			NA		07/11/200
	0.30	90	R	From:		57-601	EAST				NA			NA		07/11/200
602	0.30	30	K	To:		Dead	End				INA			INA		07/11/200
				From:		Dead	End									
603	0.66	40	R								NA			NA		07/11/200
	0.75	140	R	From:		57-0	573				NA			NA		07/11/200
603	0.73	140		To:		SR	14				INA			INA		07/11/200
				From:		Dead	End									
(604)	1.08	280	R	To:		SR	1/1		1		NA			NA		1998
				From:		Dead										
605)	0.80	140	R						-		NA			NA		07/11/200
				To: From:		SR 14 S SR 12 N										
605)	1.10	160	R	<u> </u>					ų.		NA			NA		07/16/200
				From:		57-7	710		-							
605	0.10	140	R	To:		57-0	507		1		NA			NA		07/16/200
				From:		Dead										
606)	0.50	110	R						•		NA			NA		1998
	0.40			From:		57-0	646		ŀ							4000
606	0.40	350	R	To:		SR	14		1		NA			NA		1998
				From:		Dead										
607)	1.90	230	R	To:							NA			NA		07/16/200
				From:		57-6 SR										
(608)	1.50	670	G	96%	0%		0%	1%	0%	С	0.09	F	0.530	670	G	2002
<u> </u>				To: From:		57-0										
(608)	1.30	380	G	96%	0%		0%	1%	0%	F	0.102	F	0.671	380	G	2002
	1.30	110	R	From:		57-0	549		-		NA			NA		1998
608)	1.50	110	IX	To:		Dead	End				INA			INA		1990
				From:		57-0										
609	1.00	260	G	95%	0%		0%	0%	0%	С	0.112	F	0.833	260	G	2002
<u></u>	0.12	240	R	From:		57-0	611		<u> </u>		NA			NA	-	1998
609	0.12	240		To:		57-7	705				INA			TVA		1000
609	0.58	90	R	From:		31-	103				NA			NA		1998
				To: From:		57-0	510									
609	1.10	70	R								NA			NA		1998
	0.08	60	R	From:		1.10 ME	57-610				NA			NA		06/12/200
609	U.U6	<b>0</b> 0	ĸ	To:		57-7	720				INA			INA		00/12/200
609	0.22	40	R	From:		5/-	120				NA			NA		06/12/200
$\bigcup$				To:		Dead	End									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:		57-614		ī							
610	0.90	40	R							NA			NA		06/26/200
				From:		57-611 NOR 57-611 SOU									
610	0.75	20	R	<u></u>						NA			NA		06/12/200
				To: From:		0.75 ME 57-6	11 S	-							
610	1.05	20	R	To:		57-609				NA			NA		06/12/200
				From:		SR 14									
611	2.35	1900	G	97%	0%	2% 1%	0%	0%	С	0.082	F	0.57	1900	G	2002
				To: From:		57-1003									
611)	0.08	2700	G	97%	0%	2% 1%		0%	F	0.081	F	0.505	2700	G	2002
				To: From:		SR 14 MII SR 14 SOU									
611)	2.26	840	G	97%	0%	2% 1%		0%	F	0.086	F	0.620	840	G	2002
				To: From:		57-613 WE		-							
611)	2.16	480	G	97%	0%	2% 1%	0%	0%	F	0.106	F	0.615	480	G	2002
				To: From:		57-609									
611	0.30	47	R	To:		Dead End				NA			NA		06/12/200
				From:		57-613									
612)	0.50	90	R	<u> </u>		37-013				NA			NA		06/26/200
				To		57-611									
$\bigcirc$			_	From:		SR 14								_	
613)	2.80	110	G	93% To:	4%	2% 0% 57-611 WE		0%	С	0.142	F	0.625	110	G	2002
				From:		57-611 EAS									
613	1.70	80	R	. —						NA			NA		06/06/200
				To:		57-643									
614)	1.00	200	R	From:		Dead End				NA			NA		06/12/200
014)				To:		SR 14 NOR	ГН								00/ 12/200
	0.00	240	В	From:		SR 14 SOU	ГН			NΙΛ			NΙΔ		06/12/200
614)	0.90	210	R							NA			NA		06/12/200
614)	0.30	170	R	From:		57-644; 57-7	30			NA			NA		06/12/200
	0.00			To:		57-613									
614)	1.20	80	R	From:		37-013				NA			NA		06/12/200
				To: From:		57-610									
614)	1.20	70	R							NA			NA		06/12/200
				To:		57-609		l							
	0.60	100	R	From:		Dead Enc				NA			NA		06/12/200
615)	0.00	100	K	To:		SR 14				INA			INA		00/12/200
				From:		SR 198		•							
616	0.54	110	R							NA			NA		05/23/200
				Tn·		Dead End									
	0.80	170	R	From:		Dead End				NA			NA		06/26/200
617)	0.60	170	K	To:		57-660 SOU	TH			INA			INA		00/20/200
			_	From:		57-660 NOR	TH					_			
617)	3.37	260	G	96%	0%	2% 0%	1%	0%	F	0.103	F	0.5	260	G	2002
	0.04	4200		From:	00/	57-618	40/	00/		0.004		0.554	1100		2000
617	0.94	1200	G	96%	0%	2% 0%	1%	0%	F	0.094	F	0.554	1100	G	2002
617)	1.06	1300	G	From: 96%	0%	57-654 2% 0%	1%	0%	С	0.095	F	0.536	1300	G	2002
(017)	1.00	1300	J	90 76 To:	U /0	SR 14	1 /0	0 /0	C	0.090	1	0.550	1300	G	2002

Mathems County   Math						ivia	Tri				Peak		Dir			
System   S	Route	Length	AADT	QA	4Tire	Bus				$^{\circ}$		QK		AAWDT	QW	Year
10	Mathews County															
	(10)	0.50	1100	G		0%		1%	0%	C	0 002	F	0.568	1100	G	2002
	(618)	0.50	1100	Ū	To:	070		1 /0	070	O	0.002	'	0.000	1100	J	2002
ST-461   ST-460   NA					From:		Dead End		Ī							
ST-461   ST-460   NA	(619)	0.65	48	R							NA			NA		06/26/200
10					To: From:											
	(619)	0.81	120	R			57 017 12101				NA			NA		06/26/200
Dead Fael   Dead					To:		57-660									
	(619)	0.50	160	R							NA			NA		06/26/200
2.10																
		2.10	400	ь	From:		Dead End				NΙΛ			NIA		1000
Dead End   NA	(620)	2.10	490	ĸ	To:		SR 14				NA			NA		1990
					From:											
O.12   70   R	(621)	0.28	70	R	-						NA			NA		07/16/200
					To:		0.28 MN Dead E	nd								
	(621)	0.12	70	R	rion.						NA			NA		07/16/200
621) 0.95 250 G 97% 0% 1% 0% 1% 0% F 0.105 F 0.643 250 G 2002  621) 0.40 830 G 97% 0% 196 095 196 096 F 0.080 F 0.507 830 G 2002  621) 0.80 620 G 97% 0% 196 096 196 096 F 0.080 F 0.507 830 G 2002  622) 0.50 80 R					To: From:		57-684									
	(621)	0.95	250	G	97%	0%	1% 0%	1%	0%	F	0.105	F	0.643	250	G	2002
	(621)	0.40	830	G	97%	0%	1% 0%	1%	0%	F	0.080	F	0.507	830	G	2002
SR   1																
Dead End   NA	(621)	0.80	620	G		0%		1%	0%	С	0.086	F	0.579	620	G	2002
ST-623 WEST									<u>_</u>							
S7-623 WEST	622	0.50	80	R			Dead End				NA			NA		07/16/200
ST-623 MID	022)				To:		57-623 WEST									
S7-623 MID	622	0.04	200	R	From:		37-023 WEST				NA			NA		07/16/200
1.00   530   G   93%   0%   3%   2%   2%   0%   0%   0					To:		57-623 MID									
S/-621	(622)	1.00	530	G		0%		2%	0%	С	0.086	F	0.6	530	G	2002
623 0.46 100 R NA NA 07/16/200  623 0.10 170 R  10					To:		57-621									
0.46 MN Dead End	$\bigcirc$	0.40	400		From:		Dead End									07/40/000
623 0.10 170 R  To ST-622 WEST  623 0.40 40 R  NA NA 1998  623 0.30 160 R  To ST-622 EAST  NA NA NA 07/16/200  NA NA NA 07/16/200  NA NA NA 1998  624 0.15 130 R  NA NA NA 06/26/200  NA NA NA 1998  625 0.60 260 R  To Dead End  NA NA NA 1998  To Dead End  NA NA NA 1998	(623)	0.46	100	R							NA			NA		07/16/200
S7-622 WEST   From   S7-622 MID   NA NA 07/16/200		0.10	170	В	From:		0.46 MN Dead E	nd			NΙΛ			NΙΔ		1000
S7-622 MID	(623)	0.10	170	ĸ	To:		57-622 WEST				NA			NA		1990
S7-670	$\sim$				From:											
623  0.30  160  R  15  57-622 EAST  NA  NA  NA  1998  624  0.15  130  R  57-625  NA  NA  NA  NA  06/26/200  624  0.05  40  R  15  Dead End  NA  NA  NA  NA  06/26/200  NA  NA  NA  NA  NA  NA  06/26/200  NA  NA  NA  NA  NA  NA  NA  NA  NA	(623)	0.40	40	R							NA			NA		07/16/2001
624 0.15 130 R		0.00	400		To: From:		57-670				NIA.			NIA		4000
624 0.15 130 R	(623)	0.30	160	R	To:		57-622 FAST				NA			NA		1998
624 0.15 130 R NA NA 06/26/200  624 0.05 40 R NA NA 06/26/200  625 0.60 260 R NA NA NA 1998  626 0.20 110 R NA NA 1998  626 0.20 110 R SR 14  626 0.3.40 520 G 97% 0% 1% 0% 0% 0% F 0.09 F 0.626 520 G 2002					From:											
624 0.05 40 R	624)	0.15	130	R	<u> </u>		37-023				NA			NA		06/26/200
624 0.05 40 R					To:		57-671									
625 0.60 260 R	(624)	0.05	40	R	From:						NA			NA		06/26/200
625 0.60 <b>260</b> R NA 1998  625 0.20 <b>110</b> R 57-624  NA NA 1998  88 14  626 3.40 <b>520 G</b> 97% 0% 1% 0% 0% 0% 0 F 0.626 520 G 2002					To-		Dead End									
625 0.20 110 R	$\bigcirc$	0.00	000	_	From:	_	57-660	_						N.1.4		4000
0.20 110 R NA 1998  To Dead End NA 1998    From SR 14	(625)	0.60	260	R							NA			NA		1998
(626) 3.40 <b>520 G</b> 97% 0% 1% 0% 0% 0% F 0.09 F 0.626 520 G 2002		0.00	440		From:		57-624				NI A			NIA		1000
(626) 3.40 <b>520 G</b> 97% 0% 1% 0% 0% 0% F 0.09 F 0.626 520 G 2002	(625)	0.20	110	К	To:		Dead End				NΑ			NΑ		1998
(626) 3.40 <b>520 G</b> 97 60% 1% 0% 0% 0% F 0.09 F 0.626 520 G 2002																
To: SR 198 SOUTH	626)	3.40	520	G		0%		0%	0%	F	0.09	F	0.626	520	G	2002

					ivia	u iews ivia	nienanc	e Alea								
Route	Length	AADT	QA	4Tire	Bus	2Axle				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:		CD 100	NORTH		ī							
626	1.80	980	G	97%	0%	1%	0%	0%	0%	С	0.095	F	0.58	980	G	2002
				To:			-666									
626)	0.16	270	R	r tom.							NA			NA		1998
				To: From:		57	-652									
626	0.14	250	R								NA			NA		1998
				From:		57	-662									1000
626	0.30	80	R	To:		Des	d End				NA			NA		1998
				From:			198		1							
627)	0.30	50	R			~~					NA			NA		1998
				To:		Dea	d End									
$\bigcirc$			_	From:	10/		198	201	20/			_				
628)	0.70	550	G	96%	1%	2%		0%	0%	С	0.089	F	0.652	550	G	2002
	0.80	300	R	From:		57	-725				NA			NA		05/23/200
628)	0.00	300	K	Tar			704				INA			INA		03/23/200
628	0.17	160	R	From:		5/	-724				NA			NA		05/23/200
628				To:		Dea	d End									
				From:		SF	198									
629	1.28	330	R								NA			NA		05/23/20
				To: From:		57	-772									
629	0.44	110	R	To:		Doc	d End				NA			NA		05/23/20
				From:			t 198									
630	1.50	270	R			J.	. 170				NA			NA		1998
000				To:		Dea	d End									
$\bigcirc$				From:		SF	198									
631	1.20	310	R	To:		D.	15.1				NA			NA		1998
				From:			id End									
632	0.50	110	R			3/	-626				NA			NA		05/23/20
002)				To:		Dea	d End									
				From:		Dea	d End									
633	0.20	370	R								NA			NA		1998
				From:	201		223	40/				_		4=00		
633	2.66	1500	G	96% To:	0%	3% Dea	0% id End	1%	0%	С	0.098	F	0.68	1500	G	2002
				From:			d End		1							
634)	0.50	320	R			Bec	d Liid				NA			NA		05/30/200
				To:		57	-633									
$\bigcirc$	0.00		_	From:		57	-609									4000
635	0.60	80	R	To:		Des	ıd End		1		NA			NA		1998
				From:			d End									
636	0.35	60	R	L		Dec	id Liid				NA			NA		05/30/200
				To: From:		57	-672									
636)	0.63	190	G	95%	2%	2%	0%	1%	0%	С	0.115	F	0.565	190	G	2002
<u> </u>				To: From:		57	-633		F							
636)	0.50	190	R								NA			NA		05/30/200
				To:			d End									
	0.60	100	Ð	From:		Dea	d End				NA			NA		1998
637)	0.00	100	R	To:		57	-680				INA			INA		1990
						51										

					ivia	tnews Maintenan	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:		57-680		ī							
637)	0.50	280	G	97%	1%	1% 0%	0%	0%	С	0.102	F	0.621	280	G	2002
				Tn·		57-633									
				From:		Dead End									
638)	1.00	100	R							NA			NA		05/30/2001
				To:		57-633									
(20)	0.85	70	R	From:		Dead End				NA			NA		05/23/2001
639	0.00	70		To:		SR 223 WEST				147 (			14/1		00/20/200
$\bigcirc$				From:		SR 223 EAST								_	
639	1.03	420	G	98%	1%	1% 0%	0%	0%	С	0.109	F	0.522	420	G	2002
	0.40	440	_	From:		57-648				NIA			NIA		4000
639	0.10	110	R							NA			NA		1998
	0.00		_	From:		57-676				NIA			NIA		00/00/000
639	0.20	80	R	To:		Dead End		1		NA			NA		06/06/2001
				From:		SR 223		<u>_</u>							
640	0.14	200	R	<u> </u>		SR 223				NA			NA		05/23/2001
040				To		57-716									
640)	1.41	240	R	From:		3/-/16				NA			NA		05/23/2001
040				To:		Dead End									
				From:		SR 14									
641)	1.64	430	G	96%	0%	3% 0%	0%	0%	С	0.096	F	0.537	430	G	2002
				To:		Dead End									
$\bigcirc$				From:		SR 198								_	
642	0.70	1300	G	96%	1%	2% 1%	1%	0%	С	0.102	F	0.603	1300	G	2002
				From:		57-643									
642	0.96	380	G	96%	1%	2% 1%	1%	0%	F	0.119	F	0.707	380	G	2002
				From:	10/	57-708	10/								
642)	0.14	30	G	96% To:	1%	2% 1% Dead End	1%	0%	F	0.193	F	0.636	30	G	2002
				From:											
642	0.80	800	G	95%	1%	57-642 <b>2</b> % <b>1</b> %	1%	0%	С	0.103	F	0.642	800	G	2002
643)	0.00			To:	1,70				Ū	0.100	•	0.012	000	Ū	2002
643)	1.00	520	G	From: 95%	1%	57-644 SOUTH 2% 1%	1%	0%	F	0.096	F	0.585	520	G	2002
043)		0_0		To:	.,,	57-645	.,,		-	0.000	•	0.000	020		
(643)	0.03	170	R	From:		37-043				NA			NA		1998
(043)				To:		57-682									
643)	0.50	60	R	From:		37-082				NA			NA		1998
(043)				To		57-704									
643)	0.07	8	R	From:		37-704				NA			NA		1998
040				To		0.07 ME 57-704	1								
643)	0.60	6	R	From:		0.07 WIL 37-70-	T			NA			NA		06/06/2001
<u></u>				To:		Dead End									
				From:		57-614									
644)	1.00	30	R					_		NA			NA		06/12/2001
				To: From:		1.00 MN 57-61	4	-							
644)	0.30	70	R	_						NA			NA		06/12/2001
				To: From:		57-611 WEST 57-611 EAST									
(644)	1.20	120	R	<u> </u>		5/-011 EASI				NA			NA		06/06/2001
<u></u>				To:		57-643 SOUTH									
$\bigcirc$				From:		57-643 NORTH									00/07/
644)	1.00	270	R	To:		D1D-1				NA			NA		06/06/2001
				10.		Dead End									

					Matnews Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak QK Hour I	Dir AAWDT QW Factor	Year
Mathews County				From:	57-643	<u>i</u>		
645)	0.50	380	R	<u> </u>	37-043	NA	NA	1998
				To: From:	57-717	]		
645)	0.69	90	R			NA	NA	1998
	0.43	30	R	From:	0.69 ME 57-717	NA	NA	1998
645	0.40			To:	Dead End	1	IVA	1000
				From:	Dead End			
646	0.14	40	R			NA -	NA	07/11/200
646	0.20	70	R	From:	57-726	NA	NA	07/11/200
646	0.20	70	IX.	To:	57-721	1	IVA	07/11/200
646	0.50	150	R	From:	3/-/21	NA	NA	07/11/200
				To:	57-606			
$\bigcirc$	0.70	.=.		From:	57-641			4000
647	0.70	370	R	To:	Dead End	NA <b>1</b>	NA	1998
				From:	57-639			
648)	0.30	130	R			NA	NA	05/23/200
				To:	57-640			
	0.67	160	R	From:	Dead End	NA	NA	07/16/200
649	0.07	100	K	To:	57-608	]	INA	07/10/200
				From:	57-660			
650	0.50	230	R			NA	NA	1998
				To: From:	57-727	]		
650	0.30	80	R	To:	Dead Ford	NA 1	NA	1998
				From:	Dead End 57-660			
651)	0.80	60	R		37-000	I NA	NA	06/26/200
				To:	Dead End	]		
$\bigcirc$	0.40	00		From:	Dead End	) NA	NIA.	05/00/000
652	0.40	80	R	To:	57-626	NA <b>1</b>	NA	05/23/200
				From:	SR 198	<u> </u>		
653)	1.00	110	R			NA	NA	06/06/200
				To:	Dead End			
	0.40	10	R	From:	57-617	NA	NA	06/26/200
654	0.40	10	K	To:	Dead End	]	INA	00/20/200
				From:	Dead End			
655)	0.85	130	R			NA	NA	07/11/200
				To:	57-600			
656)	0.30	100	R	From:	Dead End	NA	NA	1998
(000)	0.00			To:	57-633	]		1000
				From:	SR 14			
657)	1.10	90	R			NA 1	NA	1998
				To:	Dead End	<u> </u>		
658	1.21	210	R	From:	Dead End	J NA	NA	06/26/200
030	·· <b>-</b> ·			To:	SR 14	]	1 17 1	35.25.250
				From:	57-660			
659	0.50	160	R	т	D 10 1	NA 1	NA	06/26/200
				To-	Dead End			

					Ма	thews Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:		57 660 DECIN LO	VOD.	1							
660	0.32	80	R			57-660 BEGIN LC	JOP			NA			NA		1998
				To: From:		57-660 END LO	OP								
660	0.53	300	R							NA			NA		1998
	0.20	460		From:	10/	57-617 SOUTH		0%		0.117		0.547	460		2002
660	0.30	460	G	94%	1%		2%	0%	F	0.117	F	0.547	460	G	2002
660	0.36	450	G	94%	1%	57-617 NORTH	2%	0%	F	0.110	F	0.56	450	G	2002
	0.05	4000		From:	40/	57-703	201	20/		0.007		0.504	4000		
660	2.65	1000	G	94%	1%	3% 1%	2%	0%	F	0.097	F	0.531	1000	G	2002
	0.40	050		From:	40/	57-618	00/	00/		0.00		0.570	050		0000
660	2.43	950	G	94% To:	1%	3% 1% SR 14	2%	0%	С	0.09	F	0.573	950	G	2002
				From:		57-633		1							
661)	0.42	100	R	<u> </u>		37-033				NA			NA		1998
001)				To:		Dead End									
				From:		Dead End									
662	0.40	110	R							NA			NA		05/23/20
				To:		57-626									
	0.20	100	R	From:		Dead End				NA			NA		1998
663	0.20	100	K	To:		57-633		1		INA			INA		1990
				From:		57-633		1							
664)	0.90	420	R			37 033				NA			NA		05/30/20
				To:		Dead End									
				From:		Dead End									
665	0.04	10	R							NA			NA		06/06/20
				From:		57-1006									
665	0.56	120	R	. —						NA			NA		06/06/20
				To:		57-642									
600	0.38	110	R	From:		Dead End				NA			NA		05/23/20
666	0.50	110	1	To:		57, 722				INA			INA		03/23/20
666)	0.14	340	R	From:		57-732				NA			NA		05/23/20
000	0.14	040		To:		57-626				1473			147 (		00/20/20
				From:		57-660									
667)	0.50	80	R							NA			NA		1998
				To:		Dead End									
$\overline{}$				From:		Dead End									
668	0.13	130	R	To:		CD 100				NA			NA		05/23/20
				From:		SR 198									
600	0.51	340	R	rioiii.		SR 223				NA			NA		1998
669	0.01	0.0	•••	To:		Dead End							147		1000
				From:		57-623									
670	0.42	90	R	<u></u>						NA			NA		07/16/20
$\bigcirc$				To:	_	Dead End									
$\bigcirc$		_		From:		57-624							_		
671)	0.30	80	R	To:		D IF I				NA			NA		06/26/20
						Dead End									
070	0.07	60	R	From:		Dead End				NA			NA		1998
672	0.01		.,	To:		57-636				11/7			INA		1330
						-,									

					Maniews Manienance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea	()K	Dir Factor AAWDT	QW Year
Mathews County				From:	Dead End	Ī			
673)	0.60	60	R		Dead End	NA		NA	07/11/200
				To:	57-603				
$\bigcirc$				From:	Dead End	]			
674)	0.35	80	R	To:	57.(2)(	NA 1		NA	1998
				Erom:	57-626	1			
675)	0.30	150	R		57-660	J NA		NA	06/26/2001
073	0.00			To:	0.30 ME 57-660	1			00/20/200
675)	0.10	140	R	From:	0.30 ME 37-000	NA		NA	06/26/200
013)				To:	Dead End				
				From:	Dead End				
676	0.35	40	R			NA		NA	06/06/200
				To-	57-639				
$\bigcirc$				From:	57-611	]			
677	0.66	60	R	To:	57-609	NA 1		NA	06/12/200
				From:		l			-
679	0.39	80	R	r ioni.	Dead End	J NA		NA	07/16/2001
678)	0.00	00	••	To:	57-622	1			017107200
				From:	57-660				
679)	0.54	50	R			NA		NA	06/26/200
				To:	Dead End				
$\sim$				From:	Dead End				
680	0.49	80	R			NA		NA	1998
				In-	57-637	<u> </u>			•
	0.53	140	R	From:	57-626	J		NA	05/23/2001
681)	0.55	140	K	To:	Dead End	NA 1		INA	03/23/200
				From:	57-643				
682	0.87	100	R	<u> </u>	37-043	NA		NA	1998
<u></u>				To:	Dead End	1			
				From:	Dead End				
(683)	0.37	9	R			NA		NA	06/26/2001
				To:	SR 14				
$\bigcirc$	0.05	00	_	From:	57-621	]		NIA	07/46/200
684)	0.25	80	R			NA -		NA	07/16/2001
	0.20	00		From:	0.25 ME 57-621	NIA.		NIA.	07/40/2004
(684)	0.30	80	R	To:	Dead End	NA 1		NA	07/16/2001
				From:	Dead End				
(685)	0.07	60	R	<u> </u>	Dead End	NA		NA	1998
0009				To:	57-660				
				From:	Dead End				
686	0.33	60	R			NA		NA	07/11/2001
$\overline{}$				To-	57-605				
$\bigcirc$			_	From:	Dead End	]			4000
687)	0.24	50	R	_		NA _		NA	1998
				From:	57-660	<del></del>			
687	0.40	70	R	To:	0.40 ME 57.770	NA 1		NA	1998
					0.40 ME 57-660	<u>                                     </u>			
688)	0.34	230	R	From:	Dead End	J NA		NA	06/06/2001
(000)	0.54	200		To:	57-639	]		INA	30,00,2001
					0, 00,	1			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT C	)W Year
Mathews County				From:	Dead End				
(689)	0.36	170	R			NA		NA	1998
				Tn·	57-600				
	0.37	80	R	From:	57-642	NA		NA	06/06/200
690	0.57	00	K	To:	Dead End	INA		INA	00/00/200
				From:	57-602				
691)	0.25	20	R			NA		NA	07/11/200
				To:	Dead End				
692	0.52	47	R	From:	57-601	NA		NA	07/16/200
(092)	0.02			To:	Dead End	1.7.		177	017107200
				From:	Dead End				
693)	0.62	90	R	To:	57.645	NA		NA	06/06/200
				From:	57-645				
694)	0.40	60	R	rioin.	SR 198	NA		NA	1998
(094)				To:	Dead End				
				From:	Dead End				
695)	0.10	80	R	To:	57.622	NA		NA	1998
				From:	57-633				
696)	0.42	160	R		Dead End	NA		NA	06/06/200
000				To:	57-639				
				From:	SR 14				
697)	0.45	110	R	To	D 15.1	NA		NA	1998
				From:	Dead End				
698)	0.20	90	R	rioin.	57-649	NA		NA	07/16/200°
(030)				To:	Dead End				
				From:	57-691				
699	0.37	20	R	To:	Dealers	NA		NA	07/11/200
				From:	Dead End SR 198				
(700)	0.48	160	R		SK 170	NA		NA	1998
				To:	Dead End				
				From:	SR 3				
(701)	0.35	90	R	To:	DJ.PJ	NA		NA	1998
_				From:	Dead End  Dead End				
702	0.38	60	R		Dead End	NA		NA	06/12/2001
				To:	57-609				
$\bigcirc$				From:	57-660				
703)	0.61	70	R	To:	Dead End	NA		NA	1998
				From:	57-643				
704)	0.36	70	R	<u> </u>	37-043	NA		NA	06/06/2001
				To:	Dead End				
$\bigcirc$	0.40	00	_	From:	Dead End	<b>.</b>		N/ A	00/10/000
705)	0.40	60	R	To:	57-609	NA		NA	06/12/2001
				From:	SR 223				
706)	0.32	70	R		UK 223	NA		NA	1998
				To:	Dead End				
707)	0.18	90	R	From:	Dead End	NA		NA	06/12/2001
						NΙΛ			

					Mainews Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	 QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:	57-642	1						
708)	0.27	47	R		37-042	J	NA			NA		06/06/200
(100)				To	Dead End							
				From:	57-650	j						
709	0.54	30	R	To:	D. IE I	7	NA			NA		1998
				From:	Dead End	1						
(710)	0.28	100	R	r tonii.	Dead End	J	NA			NA		1998
(710)	0.20			To:	57-605	1						
				From:	Dead End							
711)	0.24	10	R	_		-	NA			NA		07/11/200
				To:	57-646							
	0.02	20	R	From:	57-600	J	NA			NA		07/11/200
712	0.02	20	K	To:	SR 14	1	INA			INA		07/11/200
				From:	SR 14	1						
713	0.16	580	R	-	S.C.T.	-1	NA			NA		07/19/200
				To:	57-641							
				From:	SR 14 SOUTH							
(714)	0.20	20	R	To:	CD 14 NODTH	7	NA			NA		07/11/200
				From:	SR 14 NORTH	1						
745	0.32	70	R	FIOIII.	SR 14 SOUTH	J	NA			NA		07/16/2001
715)	0.02	70		To:	SR 14 NORTH	1	147 (			14/ (		017107200
				From:	57-640							
716	0.17	90	R			4	NA			NA		1998
				To-	SR 223							
$\bigcirc$				From:	Dead End							
717	0.14	80	R	To:	57-645	7	NA			NA		06/06/200
				From:	Dead End							
(718)	0.38	80	R	<u> </u>	Dead End	J	NA			NA		1998
(10)				To:	57-639							
				From:	Dead End							
(719)	0.16	80	R			-	NA			NA		05/23/2001
				To:	SR 198							
	0.23	7	R	From:	57-609	J	NIA			NA		06/12/200
720	0.23	,	ĸ	To:	Dead End	1	NA			INA		06/12/200
				From:	Dead End							
(721)	0.43	80	R		Dette Ente	-1	NA			NA		07/11/2001
				To:	57-646							
				From:	57-629							
722	0.20	80	R	To:	57, 700	7	NA			NA		1998
				From:	57-723	<u> </u>						
(722)	0.02	10	R	FIOIII.	Dead End	J	NA			NA		1998
723	0.02		••	To:	57, 722	7				10.		1000
723	0.08	30	R	From:	57-722		NA			NA		1998
123)	3.00			To:	Dead End	]						
				From:	57-628							
724)	0.12	120	R			_	NA			NA		1998
				To:	Dead End	<u>L</u>						
$\bigcirc$	0.46	7^	_	From:	57-628		NIA			h		05/00/2003
725	0.13	70	R	To:	Dead End	7	NA			NA		05/23/2001
				1	DOM ENG	<u> </u>						

					Wattews Wall terlainee 7 trea				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	QC Peak il Hour	QK Dir Factor	AAWDT QW	Year
Mathews County				From:		<del> </del>			
(726)	0.22	30	R		Dead End	■ NA		NA	07/11/2001
(720)				To:	57-646	1			
				From:	Dead End				
(727)	0.35	160	R	. —		NA		NA	06/26/2001
				To: From:	57-650				
728)	0.22	50	R	riom.	SR 14	L NA		NA	07/11/2001
(720)	0.22			To:	Dead End	]			0171112001
				From:	Dead End				
729	0.43	230	R	To:	CD 14	NA NA		NA	1998
				From:	SR 14				
(720)	0.12	60	R	riom.	57-614	L NA		NA	06/02/2001
730	···-			To:	Dead End	]			
				From:	SR 14				
(731)	0.48	100	R	_		NA		NA	1998
				To:	Dead End	1			
700	0.07	30	R	From:	Cul-de-Sac	_ NA		NA	1998
732	0.07	30	IX.	т	57 722	7		INA	1990
(722)	0.91	250	R	From:	57-733	NA		NA	1998
732	0.0 .			To:	57-666	]			
				From:	Cul-de-Sac	j			
733	0.05	20	R	_		NA		NA	1998
				To-	57-732				
(704)	0.05	90	R	From:	Dead End	_ NA		NA	1998
734)	0.00	30		To:	SR 3	٦ '۱ֹ'		IVA	1000
				From:	SR 3				
735)	0.17	140	R			NA		NA	1998
				To:	Cul-de-Sac				
<u></u>	0.20	100	R	From:	SR 198	_ NA		NA	1992
736	0.20	100	K	To:	Dead End	7		INA	1992
				From:	Cul-de-Sac	1			
(737)	0.70	90	R			NA NA		NA	07/19/2001
				To:	57-608				
$\bigcirc$	0.05	400		From:	SR 198			NIA	05/00/0004
738	0.25	100	R	To	Cul-de-Sac	NA T		NA	05/23/2001
				From:	SR 198				
739	0.15	110	R		58(170	NA NA		NA	05/23/2001
				To:	Dead End				
				From:	Dead End				
740	0.56	100	R	To:	57 (22	NA NA		NA	05/30/2001
				From:	57-633				
745)	0.93	NA			Cul-de-Sac/	L NA		NA	
				To:	SR-00014(B)/	]		== =	
				From: 57	-00745(B)/(APPROXIMATE LENGTH FROM				
746	0.42	NA				NA		NA	
				To-	Dead End/	<u> </u>			
	0.05	700	ь	From:	57-1003			NA	07/10/2004
1001	0.05	790	R	To	57-1002	NA T		NA	07/19/2001
					*, ***	i .			

				Matricwo Maintenarioc / Irca											
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
<b>Mathews County</b>				From:											
	0.03	1000	R	From:		57-1002				NA			NA		07/19/200
(1001)	0.03	1000	K	To-		SR 14				INA			INA		07/19/200
				From:											
1002	0.05	700	R			57-1001				NA			NA		07/19/20
	0.00		•	To:		57-611							10.		01710720
				From:		57-1001									
(1003)	0.05	390	R							NA			NA		1998
				To:		57-611									
				From:		Dead End									
(1004)	0.16	70	R							NA			NA		1998
				To:		SR 14									
				From:		57-665									
1006	0.07	60	R							NA			NA		1998
				To: From:		BEGIN LOOI	P								
1006	0.07	20	R							NA			NA		1998
				To:		57-1007		ŀ							
1006	0.10	30	R	FIOII.						NA			NA		1998
				To:		END LOOP									
1007				From:		57-1006									
	0.06	30	R							NA			NA		1998
				To:		Cul-de-Sac									
(1015)				From:		SR 198									
	0.19	10	R	_						NA			NA		07/19/20
				To:		Cul-de-Sac									
1016	0.07	•	_	From:		Cul-de-Sac				NIA			NIA		07/40/00
	0.07	8	R	To:		57-1015				NA			NA		07/19/20
				From:				<u>.                                    </u>							
(1101)	0.12	390	R	1 ioin.		Dead End				NA			NA		1998
	0.12	550	11	To:		SR 198		1		14/7			IVA		1550
				From:		SR 14 LEE JACK	SON	1							
9246)	0.09	3	R	L		SK 14 LEE JACK	3011			NA			NA		07/19/20
				To:		ELEM CLOSED	WOW								
				From:		SR 14									
9249	0.08	350	R							NA			NA		1998
				To:	l	MATHEWS COUN	TY HS								
_				From:		57-611 THOM/	AS								
9250	0.10	20	R							NA			NA		07/19/20
				To:		HUNTER INT S	CH								